SUACOBS OU BRUISES. Jan'y 18, 1890. "I was bruised badle in hip and side by a full and suffered ompletely cared Re." Wx. C. HARDEN, Member of State Legislature. THE CHARLES A. VOGELER CO., Baltimore, Md. RAILROADS. LOCAL TIME TABLE. TEXAS AND PACIFIC. EASTBOUND.

MISSOURI, KANSAS AND TEXAS. No. 2 daily.... No. 4 daily.... 7:00 a. m. 6:25 p. m. No. 3 daily S:10 p. m. No. 3 daily 9:05 a. m. TRANSCONTINENTAL Leave NORTHBOUND. No. 32 daily..... No. 34 daily..... SOUTHINGUISD.
7:30 p. m. ... No. 33 daily
11:30 p. m. ... No. 33 daily
Texas and Pacific trains Nos. 5 and 6 only stop
at Texas and Pacific trains Nos. 5 and 6 only stop
at Texas and Pacific trains Nos. 5 and 6 only stop
at Texas and Pacific trains Nos. 5 and 6 only stop
at Texas and Pacific trains Nos. 5 and 6 only stop
at Texas and Fort Worth.

Solution No. 3 daily
Texas and Fort Worth. FORT WORTH AND DENVER

GULF, COLORADO AND SANTA FE. No.10dally ... 11:45 a m. No. 2 daily ... 8:10 p m. SOUTHBOUND No. 1 daily. 8:50 n. m. No. 9 daily. 3:05 p. m. FORT WORTH AND RIO GRANDE.

Arrive. Leave. 12:50 m..... Fort Worth... 2:00 p. m. FORT WORTH AND NEW ORLEANS. Arrive. Leave. 5.40 p. m. No. 44, mail 5.40 p. m. No. 45, accommodation. 9.15 a. m. 9.00 a. m. No. 47, accommodation. 5.00 p. m. No. 47, accommodation. All the above trains from the Union Depot. C. D. Lusk, Ticket Agent.

ST. LOUIS, ARKANSAS AND TEXAS. Arrive. Leave 7:15 p. m. . . . Memphis Express. . . . 8:30 a. m WEATHERFORD, MINERAL WELLS AND

NORTHWESTERN RAILWAY. to trains of this line make direct connection the Texas and Pacific railway trains Nos. 9 and 10 at Weatherford, leaving Fort Worth. Texas and Pacific railway) and arriving at eral Wells as follows:

19:30 a m. Fort Worth (T. & P. Ry.). 9:35 a m. 6:35 p m. Fort Worth (T. & P. Ry.). 4:35 p m. 19:29 p m. Mineral Wells. 7:20 a m. 7:35 p m. Mineral Wells. 3:30 p m.

TABLE OF DISTANCES The following table shows the distances from out Worth of some of the important points in

MISSOURI, KAN	SAS AND TEXAS.
No	orth.
St. L. via Sedaila 717 Hantbal	Chicago via St. L 1000 Kansas City
So	outh.
	Hillsboro 55 Temple 123 Taylor 169 West Point 221

San Antonio 279 Laredo 432 Corpus Christi 429 City of Mexico 1272 TEXAS AND PACIFIC. Eastern Division. 32 Marsall..... le Pelni .. 110 Shreveport 220 132 New Orleans 521 Rio Grande Division. Weatherford 31 Colorado City...
Gerdon 73 Big Springs
Cisco 115 Pecos

140 Sierra Bianca... 161 El Paso..... Transcentinental Olvision Paris... Ciarksville... New Boston. 89 New Boston..... 116 Texarkana COTTON BELT POUTE. Commerce. Su phur Springs Mt. Vernon Mt. Pleasant QULF, COLORADO AND SANTA FE. South.
 Miles
 Miles

 28
 Cameron
 138

 59
 Caldwell
 189

 103
 Brenham
 230

 128
 Galveston
 345
 North.

Miles | Miles | 34 Childress | 219 |
59 Salisbury | 226 |
79 Charendon | 277 |
95 Geodnight | 298 |
114 Amarilio | 336 |
130 Hartley | 402 |
147 Texline | 452 |
153 Pueblo | 673 |
191 Denver | 803 Spinset Bellevue Henrie ta Wichita Falls larrold 191 Denver -Quartati-FORT WORTH AND RIO GRANDE. 90

Miles . 40 Dublin.... 70 Comanche. HOUSTON AND TEXAS CENTRAL.

Waxahachie ... 41 Calvert
 Corsicana
 76
 hearne

 Mexia
 106
 Bryan

 Groesbeeck
 117
 Navasota

 Kosse
 133
 Hempstead

 Bremond
 144
 Houston

The Detroit Str.ke Settled. DETROIT, MICH., April 27.-The board of arbitration appointed to settle the differ-

nices between the City railway company and employes finished its labors this morn-ng. The result of the arbitration is a complete victory for the men, the company ng to forgive and forget all past and take back the men who had struck and give them employment during good behavior. The company will recognize the right of the men to organize and will treat with the organization upon any grievances. In case they cannot agree, the board of arbitration will be called in and

None but ten years' old Belle of Nelson hisky served over the Mansion bar.

THE CONVENTION.

The Meeting of Master Mechanics and Car Builders.

SANTA FE FREIGHT TRAFF

It Requires an Additional Switch Engin at this Point-Appointed General Manager-The Pecos Valley Tariff-Tail Lights.

AN IMPORTANT MEETING.

the Master Mechanics and Master Car Builders In Session.

The adjourned meeting of the association of master mechanics and master car build-ers of Fort Worth railways, and the master mechanics and master car builders of other ers of Fort Worth railways, and the master mechanics and master car builders of other railways in the state, was held in the parlors of the Ellis hotel yesterday. The meeting was a very important one, not only to the railroad companies, but to the shippers as well. There was a full attendance of members, and all the railroads in the state were represented. There were present:

J. F. White, president, Fort Worth and Denver City railway; M. C. Hosty, secretary, joint car inspector's office; J. McGee, master car builder, Houston and Texas Central railway; C. F. Ward, general master mechanic, Gulf, Colorado and Santa Fe railway; W. D. Minton, master car builder, Texas and Pacific railway; M. W. Elliott, superintendent motive power. Texas and Pacific railway; J. W. W. Elliott, superintendent motive power. Texas and Pacific railway; J. Doyle, foreman car department, Missouri, Kansas and Texas railway; J. R. Cade, master car builder, Missouri, Kansas and Pacific railway; W. P. Siddons, superintendent car department, International and Great Northern railway; O. O. Winter, general superintendent, Fort Worth and Denver City railway; T. H. Osborne, master car builder, St. Louis, Arkansas and Texas railway; F. McGee, foreman car department, Fort Worth and Denver City railway; F. McGee, foreman car department, Fort Worth and Denver City railway; R. Wheian, master mechanic, Fort Worth and Rio Grande railway; B. Neil, joint car inspector, Fort Worth and superintendent, Fort Worth and superintendent in spector, Fort Worth and superi

and Rio Grande railway; B. Neil, joint car inspector, Fort Worth.

The meeting was called to order at 11 a.

It was resolved that the minutes of last meeting be adopted as read.

Moved by Mr. J. Medice that the report of Joint Car Inspector B. Neil, regarding the interchange of private cars with the various roads in Texas, be accepted as road. Seconded by W. D. Minton and car-

On motion of Mr. James McGee, seconded by Mr. W. P. Siddons, it was resolved that a committee be appointed by the chair to draft resolutions requesting the officials of the various Texas railreads to take the necessary action with a view of securing better attention to private cars and the admission of private corporations into the association of master mechanics

and the admission of private corporations into the association of master mechanics and master car builders, and to report promptly to this meeting.

In pursuance of the above resolution Chairman White appointed the following committee: J. McGee, master car builder, Houston and Texas Central railway; Robert Walker, master car builder, Missouri, Kansas and Texas railway; R. M. Galbraith, master mechanic, St. Louis, Arkansas and Texas railway; W. D. Minton, master car builder, Texas and Pacific railway; R. Whalen, master mechanic, Fort Worth and Rio Grande railway; F. K. McGee, master car builder, Fort Worth and Denver City railway; W. P. Siddons, superintendent car department, International and Great Northern railway; J. R. Cade, master car builder, Southern Pacific railway; C. F. Ward, master mechanic, Gulf, Colorado and Santa Fe railway; M. W. Elliott, superintendent motive power, Texas and Pacific; J. Doyle, foreman car department, Missouri, Kansas and Texas; J. F. White, master mechanic, Fort Worth and Denver City.

While the matter of handling private cars was under discussion it, was surveyed that

While the matter of handling private cars was under discussion it was suggested that representatives of Street's Western stable car company and the Canda cattle car company were in the hotel, and at the request of William Robert Walker, Messrs, Barr and Thompson, representing the above companies, were invited to take part in the dis-At 1:30 p. m. the meeting adjourned until

APTERNOON SESSION, The meeting was called to order at 3 by

ent J. F. White. The chairman announced that the citizens of Fort Worth had furnished carriages for the purpose of taking the members present to visit the stockyards, roller mills, etc., and on their behalf extended an invitation to all to visit these places at 4 p. m. On motion of Mr. James McGee, seconded

by Mr. R. M. Galbraith, the invitation was accepted with thanks.

On motion of Mr. J. McGee a sub-committee of three was appointed to draft resolutions concerning the handling of private cars, the same to be referred to the

general committee for smal approval.

Chairman J. F. White appointed Mr. J.
McGee, Mr. C. F. Ward and Mr. Robert Walker on the above. At the request of Mr. Ward Chairman J. F. White was appointed in his stead.

Pursuant to the above appointment the following resolutions were drafted and ap-proved by a committee of the whole:

At a meeting of the master mechanics' and master car builders' association, held at Fort Worth, Tex., April 27, 1891, for the purpose of discussing the best mode for the interchange and maintaining of private palace stock cars and other cars belonging o private corporations, it was the sense of the meeting that a set of resolutions be drawn up and presented to the different general officials of the roads within the state of Texas, asking their co-operation with us in securing from the owners of private cars the object as is set forth above. Be it Resolved, by this association that each member and each representative of the different reads in the state of Texas take this matter up with their officials to assist us in bringing about the reform we wish to obtain for the better protection of both railroads, its patrons, and the owners of the cars, as we are thoroughly convinced from our past experience that there is not enough attention being given to cars owned

by private parties that there should be.

We attach herewith for the information
of our general officials a report from the
joint car inspector at Fort Worth, which explains the condition the cars are drifting

It is furthermore suggested by this board that the owners of private stock cars should agree upon some one or more points within the cattle districts where they could keep a supply of the different classes of the material that is most liable to give way, for the maintaining of their cars; and request that they authorize the joint car in-spectors at the different points to give authority to the different railroad companies to make such repairs as they should

keep up and to bill against them.

Also, that each of the different car companies be invited to become members of the different oint associations and to have all the bene fits that railroad companies have in the interchange of cars and under the mas-ter carbuilders' rules; and that they contrib-ute, in proportion to the number of cars handled, to the expense of the joint car as-

sociation. The members of this association are well aware of the fact that when private stock cars are not in active service they, as a rule, are stored at some isolated point where there are not facilities for making the repairs that are needed on the cars. This being the case, when these cars are called into service, they are in unfit condition to handle the business.

It is the request of this association that the general officers of the different roads represented here take this matter up with themselves with a view of bringing it before these private corporations for their

The following is a list of the private car companies referred to: Street's Western stable car company, Burton's stock car company, St. Louis refrigerator car company, New England car company, Hicks' stock oar company, Armour packing com-



pany, American livestock transportant.

A. L. L. car company, American cotton seed oil company, Southern iron car company, W. P. O. company, J. Doe packing company.

The matter of a uniform sign to be affected to reserve any indicating whether

fixed to passenger cars, indicating whether for white or negro passengers was taken up and decided upon.

A vote of thanks was passed for the courtestes extended by the mayor and the proprietors of the stockyards, rolling mills, and the Fort Worth iron works for the generous manner in which they placed ve-hicles at the disposal of this body and giv-

ing them an opportunity to visit the above mentioned industries; also to the proprie-tors, W. W. Bensen & Co. of the Ellis hotel, for the considerate manner in which they ministered to the wants of their

guests.

The meeting then adjourned, subject to the call of the president.

Southern Texas Cattle.

The Gulf, Colorado and Santa Fe people at Fort Worth announce that the company has perfected arrangements by which Southern Texas cattle will be admitted to the Osage nation without restrictions. the Osage nation without restrictions. This will be a matter of considerable interest to stockmen, especially those holding cattle at San Angelo and in the P. C. C. country.

His First Visit. Yesterday George England, traveling auditor of the Gulf, Colorado and Santa Fe, came in on his first visit in an official car-city to Fort Worth. Mr. Hendry, who formerly covered the north end, was suc-ceeded by Mr. Wessendorf. He and Mr. England exchanged territories, and here-after the latter will see that Mr. Doherty and the other city passenger and ticket agents keep straight.

Territoria! Boundaries.

The new territorial boundaries used to designate certain sections of country, re-cently changed, will become effective May cently changed, will become effective may 4. Indianapolis, heretofore in Louisville territory, will on and after that date, be included in the Cincinnati territory. Indianapolis is the cause of considerable trouble to railroad men, as she is so frequently changed from one territory to another. It is sincerely hoped Cincinnati will keep her

Grain for England.

A trainload of grain from Kansas signed to Liverpool, and routed via Galves-ton, passed through the city yesterday on route for Galveston over the Santa Fe. The train was handsomely decorated and was viewed by a large number of people while standing in the yards. This shipment is noticeable from the fact that all this export grain must pass through Fort Worth. From now on it is expected the export grain business will be an important feature, and this will be greatly aided by deep water at

Too Much for One.

The Santa Fe people have been endeavor-ing to handle the business at this point with one switch engine and crew, but with one switch engine and crew, but found themselves unable to do so, and last night another switch engine arrived to handle the traffic. Santa Fe officials here say that with the cotton mills running to full capacity and the Texas brewing com-pany's establishment under full headway, added to the grain and cotton shipments that will come from the Panhandle for ex-port this season, the third engine will very probably be a necessity before the summer probably be a necessity before the summer is over. Fort Worth is the heaviest ship-ping center on the lines in Texas.

Tariffs on the Pecos Valley. The following local tariff is now in effect on the Pecos Valley railroad applying from Pecos to

1 2 3 4 5 A B C D E Riverton 30 28 27 26 24 25 23 21 16 12 Gaudaloupe 30 28 27 26 24 25 23 21 16 12 Palermo 30 28 27 26 24 25 23 23 18 13 These are all "starred" stations, that is, they have no agents and freight must be respected.

prepaid.

Rather Too Much So.

Some time since a well known mining broker conceived the idea of getting up an unique business card, says the Denver News. He ransacked his brain for a novel pattern, searched through the printing offices and even invoked the aid of his friends to aid him in getting something nice. All failed, and finally the enterprising broker happened to see an old annual pass of the Denver and Rio Grande railroad. It all flashed over him in a moment; he would have cards, a fac simile of the passes, and everybody would want one. Sure enough they did. One of the passes got into General Manager Smith's office, filled out in some fictitious name, and later he discovered that people had actually been riding on them. Bulletin orders were sent to every division headquarters yesterday, informing the conductors of the counterfeit and instructing them to scrutinize all passes. The broker's name is signed to the pass, and if examined the fraud would be apparent immediately. There was no attempt on his part to swindle.

Appointed General Manager.

The following circular issued from the general offices of the Burton stock car company at Boston is self-explanatory. Mr. Wares is general manager of the New England car company and has achieved an enviable reputation. His new position with another company in the same capacity indi-cates that he will have charge of the busi-ness of the two companies. The circular

THE BURTON STOCK CAR COMPANY, GENERAL OFFICES, 194 WASHINGTON ST. BOSTON, MASS, April 6, 1891. CIRCULAR*

Mr. J. F. Wares has this day been appointed general manager of the Burton stock car company, with headquarters at the company's office, No. 558 Rookery building Chicago, 10 ing, Chicago, Ill.

J. C. Moore, President.

Tail Lights.

R. N. Galbraith, master mechanic of the Cotton Belt, is in the city. C. F. Ward, master mechanic of the Santa Fe at Galveston, is in the city. H. R. Irvine, division superintendent, and

P. T. Downs, trainmaster, of the Santa Fe, were in the city yesterday. J. J. Mullane, commercial agent of the Santa Fe, is authority for the statement that Mrs. Mullane has discovered the differ-ence between limberger cheese and a poor article of oil.

BOTH SIDES SAY "WE'VE GOT 'EM." The Fight Between Eastern Roads and the

Alton Growing Interesting. Chicago, Ill., April 27.—Conflicting reports concerning the status of the fight between Easters roads and the Chicago and Alton are being circulated. It is difficult to tell just what the outcome will be, but both sides are apparently so confident of victory that the only conclusion to be arrived at is that there is a lack of sincerity is an additional control of the control of that the only conclusion to be arrived at is that there is a lack of sincerity in one of the

Officials of some of the Eastern roads and some of the Western roads, for that matter, declare that the board of rulings cannot fail to carry its point and that the Alton will be forced to surrender to them within thirty days.

In the meantime, there are no signs of weakening on the part of the Alton. The officials of that road laugh at the predictions of their entire surrender, and declare as

THE DIRT IS FLYING FROM HENRIETTA TO ARCHER CITY

The Red River & Southwestern Railway PULLMAN SI

Has let the contract and now have over 100 teams grading along The first 30 miles to Archer City will be completed by July

Now is Your Time for Investment at Henrietta and Archer Gry and Along this Line of Road

This country is settling up rapidly for a good class of people. Fine land along this line of railway could be bought very low and on easy terms. We have assurance that the lock Island will be built to Henrietta soon, connecting with the River and Southwestern Railway. The Gulf-Brazos Railroad will so be built from Henrietta to deep water via Waco to the mouth of Brazos. Now is the time to invest in city property at

ETTA AND ARCHER

-For particulars adddress-

BOARD OF TRADE,

E. H. EAST & CO.,

HENRIETTA, TEX., or

ARCHER CITY, TEX.

QUANAH

County seat of Hardeman county, beautifully situated on Groesbeck creek, sixteen hundred feet above the sea level.

FARMERS

You are coming to the Panhandle, the healthiest and most progressive section of the state of Texas, and wish to

TTHESE FACTS:

an be secured at from \$2.50 to \$15 per scre, according to location and value of improvements Good farmin crop is harvested in June. All work is done by labor-saving machinery, and one man can put 50 to 300 acres small grain.

HE PEOPLE

anah have, at their own expense, built a free bridge across Red river, insuring her the entire trade of Green , in addition to what she already gets from the south and southwest, making a territory tributary to her

mill, a \$30,000 three-story

ne rock, making it the finest wheat and grain country in et le comment de Dakotas and Minnesota in quality and production. On Groesbeck creek, two miles from the line of the railway, are found the largest beds of gypsum (sclenite satin and Iceland spar) in the state and when the cement and plaster works, now being contracted for, are erected, QUANAH will be the manufacturing center of the Panhaudle.

We Have No Sand Storms in Quanah. JONES & RICHARDSON.

Quanah, Texas.

stoutly as ever that there is no intention of

changing its policy.

It is reported to-day that Chicago brokers are overstocked with Alton orders, which reduces the first-class rate between Chicago and Kansas City from \$12.50 to \$9. If such reports prove, on investiga-tion, to be true, Chairman Fin-ley will be forced to comply with any request that may be made by other roads to meet the reduction, and a general tumble of rates to all points reached by the Alton will The situation is certainly a very critical one, and interesting developments cannot

long be delayed. THE BRIDGEPORT AND DECATUR. A Reorganization Effected-Some of the Things Wise County Boasts of.

Special to the Gazette. DECATUR, TEX., April 27.—After several weeks of searching investigations into the status of the Bridgeport and Decatur railway company by competent lawyers having general and special interest, a reorganiza-tion has been effected creating Morris R. Locke, president and general manager; W.

W. Flood vice-president and general so-licitor; Morris B. Locke, superintendent; Henry Greathouse, treasurer; Abraham D. Locke, secretary and auditor, and the fol-lowing board of directors: Morris R. Locke, W. W. Flood, John T. Stovall, Dan Waggonger, Henry Greathouse J. J. Lang Waggener, Henry Greathouse, J. J. Lang, M. B. Locke and others with the general office located at Decatur, Tex. With equally careful sifting and search-

ing into the affairs of the two coal compa-nies heretofore organized under different names and by which the Wise county coal fields were extensively prospected and fully verified as "blanket" fields of coal— the two have resolved into a reorganization under the title and charter of the Wise county coal company with officers and di-rectory as follows: John T. Stovall, presi-dent and general manager; W. W. Flood, vice-president and general solicitor; Morris B. Locke, superintendent; Henry Great-house, treasurer; Abraham D. Locke, secnouse, treasurer; Abraham D. Locke, secretary and auditor, and the following board of directors: J. J. Lang, Dan Waggoner, Henry Greathouse, W. W. Flood, Morris R. Locke, Morris B. Locke and John T. Stovall. The general office of this company will also be at Decatur.

Lyon inquiry of the officers it is assured.

Upon inquiry of the officers it is assured that the survey will be made by Engineer Moore of Detroit early in May, on the completion of which grading will begin, and a completion of the road from Decatur to Bridgeport in the Wise county coal fields will be hastened so as to put coal on the markets along the line of the Fort Worth markets along the line of the Fort Worth and Denver railway and in Fort Worth and Dallas by the first frosts of 1891. The vast peach and berry crops, as also cotton and corn of this year will be delivered by the Bridgeport and Decatur railway to the Fort Worth and Denver railway. Crossties, cordwood and fenceposts by the hundreds of carloads will be brought out of the Trinity valley and put on the Fort Worth and Denver. At least 1000 tans of coal daily will be shipped out by this line from their vast coal fields in the Trinity valley. This coal is of highly superior coaking qualGRAND :: EXCUPSI

R, BAYLOR CO.

\$2.00 ROUND TRIP

Leaves Union Depot 9 a. m., APRIL 30 and Returns May 2. 10 Now is your best chance to see the wheat country of Texas.

ity and is suitable for steam, heating and smelting purposes. That so vast a source of wealth should have slept dormant until now is due to the fact that the great Northwest caught the current of immigration long since and held it by driving forces against this more desirable region. The Messrs. Locke have constructed roads in various states and territories and openly proclaim from general knowledge that this region of country is possessed of more enticing avail abilities for wealth and high prosperity than any part of America, and at the same time having vacant land at low price to afford homes for millions of people. All ce-reals, all fruits, all garden vegetables as esculents grow here in luxuriance and perfection; coal, limestone and iron abound, and building stone lays to view in broad veins far extended, silently extended, awaiting the wedge and hammer.

This new railway, coal field and quarry will soon lay at the door of Fort Worth what Wise county has so long offered her, and will call to Decatur and Wise county tens of thousands of people and capital, and throw open the finest field for fortune now remaining in the great Southwest.

DELAYED.

The Huntington Party by a Wreck on the Southern Pacific. Special to the Gazette.

EL PASO, TEX., April 27.—C. P. Huntington, president of the Southern Pacific company, with his wife, A. N. Townsend, vice-president; General Manager Mahl and several ladies, was due here at noon to-day, but was delayed by a freight wreck at Strauss, a small station sixteen miles east of this city. Six cars were demolished and Engineer Tull and Brakeman Manly were injured, it is thought, fatally.

What the Atchison People Say.

Special to the Gazette. Special to the Gazette.

Boston, Mass., April 27.—The Atchiso people say that the St. Louis and Sa Francisco first preferred stockholders very generally sending in their stock response to their recent offer. The lication of the circular 18,850 clear of fines the dividend. The status of the stock has decided many of the holder of the species to make a contest. The Atchisomer and the status of the status of

son people say, with a deal of emphasis that the price they pay to one stockholder will be the price that is paid to all, and if anybody is holding off expecting ultimately to get a better figure their expectations will not be realized.

Tourits' Rate Sheets. Chicago, Ill., April 27.—Vice-Chairman Donald of the Central traffic association has called a meeting of general passenger agents for Tuesday, May 5, for the purpose of receiving tourists' rate sheets.

Missouri, Kansas and Texas President. KANSAS CITY, Mo., April 27.-It is said here that J. D. Rockefeller of the Standard oil company has been decided upon by the stockholders as the president of the Mis-souri, Kansas and Texas road, which will be taken out of the hands of the receivers in May.

Lot of fine her clothing at a bargain. TEXAS PAWNBROKER, 309 Houston street. A BAD NEGRO.

Determined Not to Surrender, a Sheriff Sends Him Over the River. Special to the Gazette.

Special to the Gazette.

Ballinger, Tex., April 27.—A negro by the name of Oliver Street, was shot and killed yesterday con Oak creek, in this county, by Sheriff J. W. Clampett while resisting arrest. He was wanted in Tom Green county for stealing. This bad negro attempted to use his gun, but it was shat tered in his hands. From the reports, the sheriff did the shooting in a f-defense, as the negro said he would not taken alive.

This is the Sett Remainer City rally way, in connects that Union Pacific 18 and all poins north and northwist cred in his hands. From the reports, the sheriff did the shooting in a f-defense, as the negro said he would not taken alive.

A HEATED QUESTION.



NORTH -: - AND -: - EAST

KANSAS CITY I

Close connections in all of the above fast trains of Eastern and Nor-makes the M. K. & T. the best

New York, Boston, Montreal and St. Paul J. E. SMITH, City Ticket Agent, corner Fourth and Houston streets.

C. D. LUSK, Ticket Agent, Union
W. D. LAWSON, Texas Travelli Agent GEO A. EDDY, H. C. CROSS, Re. J. J. FREY, Gen. Supt., Sedal a. W. J. WALDO, Gen. Traffic Manager. G. P. HUGHES, Ass't. Gen. P.

Dollas, Tex. GASTON MESLIER, General Pussermer and



HROUGH TICKETS

United States, Canada and Mexico.

For any desired information, Ticketa Pager Maps, etc., call on or address.
WM. FOHERTY, C. P. & T. A., 315 Houseastreet. Fort Worth.
C. D. LUSK, Ticket Agent, Union Depot, W. A. TULEY, T. P. A., Dalias, John H. G. THOMPSON, G. P. & T. A., tialveston, Texas.

Shortest, Quickest and Only Line TEROUGH CAR SERVICE TO MEMPH

Through Coaches and Pullman Bullet Sleepers

Pullman Buffet Sleepers to Texaritane on the ruiman Bunes Steepers to retain as on its night train, connecting in Mempile will through trains to all points East and Southeast All further information cheerfully furnished on application to any of the following G. W. BARNHART, General Agent, 60 Mais street, Fort Worth. W. H. WINFIELD, General Passenger Agent lines in Texas, Texarkana, Tex

EL PASO ROUTE. THE :-: DIRECT :-: LINE

THE FAVORITE Via Sacramento to Oregon

TAKE THE "ST. LOUIS LIMITED" Between Fort Worth and St. Louis. The fastest time between Texas and the North and East. Double daily line of Pullman Palace sleeping Cars through to St. Louis via the

IRON MOUNTAIN ROUTE.

Through Sleeping Cars between New Orleans and Denver, and St. Louis and El Pano.

For rates, Tickets, and all information apply to or address any of the ticket agents, of C. P. FEGAN. Traveling Passenger Agent B. W. McCullough, General Passenger and Ticket Agent. 3NO. A. GRANT, Third Vice-President, Dalls

Smallpox Over. Special to the Gazette. COLUMBUS, TEX., April 27.-The report of smallpox sent from here originated case of varioloid, which was found town and which is about well. The

of contagion is said to have passed Get One Free. The Fort Worth and Denver City nection with the Union Pacific trated Western Re

m street and secure information regarding the is and cheap summe the Union Pacific railway, Bantist Conventi For this occasion Santa Fe rail with the South

train leaving he 8:50 a.m., by 5, thus saving passe any lay between Fort Worth Birmingham. Time the same as any

line.

Nowhere on the glo